

CLAIMS

What is claimed is:

1. A vehicular light control system connected between a turn signal switch and first and second directional signal light bulbs, wherein the turn signal switch is connected to a switched power source through a turn signal flasher, wherein the first and second directional signal light bulbs each include at least one bright filament connected to the switchable turn signal switch, and wherein the vehicular light control system is connected to the power source, said vehicular light control system including:
 - 10 a first light intensity switch connected between the first bright filament of the first directional signal light bulb and the turn signal switch;
said first light intensity switch further connected between the second bright filament of the second directional signal light bulb and the turn signal switch; and
said first light intensity switch connecting said first bright filament of the first directional signal light bulb with the power source; and said first light intensity switch
15 connecting said second bright filament of the second directional signal light bulb with the power source.
2. The vehicular light control system as described in claim 1, wherein said first light intensity switch comprises means for switching electric currents and voltages
20 between the power source and the first bright filament of the first directional signal light bulb.
3. The vehicular light control system as described in claim 2, wherein said means comprises a relay.
4. The vehicular light control system as described in claim 1, wherein when said
25 relay is in:
an energized state, said first bright filament is connected with the power source; and wherein independently said second bright filament is connected with the power source; and when said relay is in:
a non-energized state said first bright filament is connected with a first output of the
30 turn signal switch, and independently said second bright filament is connected with a second output of said turn signal switch.
5. The vehicular light control system as described in claim 1 further including:

a first turn signal rerouting switch connected to the turn signal switch, the power source and the first bright filament of the first light bulb through said first light intensity switch, and independently a second turn signal rerouting switch connected to the turn signal switch, the power source, and the second bright filament of the second light bulb through said first light intensity switch, wherein the first turn signal rerouting switch and the second turn signal rerouting switch separately include:

a turn signal pulse activated constant energized state wherein said first bright filament of the first light bulb is connected to the turn signal switch during first turn signal operation; and independently wherein said second bright filament of the second light bulb is connected to the turn signal switch during second turn signal operation; and a turn signal rerouting switch non-energized state, wherein said first bright filament of the first light bulb is connected to said first intensity light switch and to said power supply; and independently wherein said second bright filament of the second light bulb is connected to said first intensity light switch and to said power supply.

6. The vehicular light control system as described in claim 5 further including: means for converting a first pulsed signal to constant non-pulsed signal for said first turn signal rerouting switch, and means for independently converting a second pulsed signal to constant non-pulsed signal for said second turn signal rerouting switch.

7. A vehicular light control system connected between first and second directional signal light bulbs and a turn signal switch, wherein the turn signal switch is additionally connected to a switched power source through a turn signal flasher, wherein said first and second directional signal light bulbs each include at least one bright filament connected to the turn signal switch, wherein said vehicular light control system is connected to the power source, said vehicular light control system including:

a first light intensity switch connected between the first bright filament of the first directional signal light bulb and the turn signal switch, said first light intensity switch further being connected between the second bright filament of the second directional signal light bulb and the turn signal switch; and

said first light intensity switch connecting said first bright filament of the first directional signal light bulb with the power source; and said first light intensity switch connecting said second bright filament of the second directional signal light bulb with the power source.

8. The vehicular light control system as described in claim 7, wherein said first light intensity switch comprises a relay:

9. The vehicular light control system as described in claim 7, wherein when said relay is in:

5 an energized state said first bright filament is connected with the power source; and independently said second bright filament is connected with the power source; and when said relay is in:

a non-energized state said first bright filament is connected with a first output of the turn signal switch, and independently said second bright filament is connected with a
10 second output of said turn signal switch.

10. The vehicular light control system as described in claim 7 further including:
a first turn signal rerouting switch connected to the turn signal switch, the power source and the first bright filament of the first light bulb through said first light intensity switch, and independently a second turn signal rerouting switch connected to
15 the turn signal switch, the power source, and the second bright filament of the second light bulb through said first light intensity switch, wherein the first turn signal rerouting switch and the second turn signal rerouting switch separately include:

a turn signal pulse activated constant energized state wherein said first bright filament of the first light bulb is connected to the turn signal switch during first turn signal operation; and independently said second bright filament of the second light bulb is
20 connected to the turn signal switch during second turn signal operation; and a turn signal rerouting switch non-energized state, wherein said first bright filament of the first light bulb is connected to said first intensity light switch and to said power supply; and independently said second bright filament of the second light bulb is
25 connected to said first intensity light switch and to said power supply.

11. The vehicular light control system as described in claim 10 further including:
a means for converting a first pulsed signal to constant non-pulsed signal for said first turn signal rerouting switch, and means for independently converting a second pulsed signal to constant non-pulsed signal for said second turn signal
30 rerouting switch.

12. The vehicular light control system as described in claim 7 further including:
a main module power switch connected to said first light intensity switch and said power supply controlling operation of said first light intensity switch.

13. The vehicular light control system as described in claim 7 further including:
at least one operational indicator connected to said first light intensity switch, said
operational indicator providing feedback corresponding to the operational state of said
vehicular light control system.

5 14. A vehicular light control system connected between first and second
directional signal light bulbs and a turn signal switch, wherein the turn signal switch
is additionally connected to a switched power source through only one of a variety of
differently designed turn signal flashers, said variety including but not limited to bulb-
out indication flasher and variable load flasher types, wherein said first and second
10 directional signal light bulbs each include at least one bright filament connected to the
turn signal switch, wherein said vehicular light control system is connected to the
power source and said vehicular light control system is connected to a
parking/headlight switch, and wherein said vehicular light control system includes:

a first light intensity switch connected between the first bright filament of the
15 first directional signal light bulb and the turn signal switch, and connected between
the second bright filament of the second directional signal light bulb and the turn
signal switch; and
said first light intensity switch connecting said first bright filament of the first
directional signal light bulb with the power source; and switch connecting said second
20 bright filament of the second directional signal light bulb with the power source.

15. The vehicular light control system as described in claim 14, wherein said first
light intensity switch comprises a relay.

16. The vehicular light control system as described in claim 14, wherein when
said relay is in:

25 an energized state said first bright filament is connected with the power source; and
wherein independently said second bright filament is connected with the power
source; and when said relay is in

a non-energized state said first bright filament is connected with a first output of the
turn signal switch, and wherein independently said second bright filament is
30 connected with a second output of said turn signal switch.

17. The vehicular light control system as described in claim 14 further including:
a first turn signal rerouting switch connected to the turn signal switch, the power
source and the first bright filament of the first light bulb through said first light

intensity switch, and independently a second turn signal rerouting switch connected to the turn signal switch, the power source, and the second bright filament of the second light bulb through said first light intensity switch, wherein the first turn signal rerouting switch and the second turn signal rerouting switch separately include:

- 5 a turn signal pulse activated constant energized state wherein said first bright filament of the first light bulb is connected to the turn signal switch during first turn signal operation; and independently said second bright filament of the second light bulb is connected to the turn signal switch during second turn signal operation; and
- 10 a turn signal rerouting switch non-energized state, wherein said first bright filament of the first light bulb is connected to said first intensity light switch and to said power supply; and independently said second bright filament of the second light bulb is connected to said first intensity light switch and to said power supply.

18. The vehicular light control system as described in claim 17 further including:
a means for converting a first pulsed signal to constant non-pulsed signal for
15 said first turn signal rerouting switch, and for independently converting a second pulsed signal to constant non-pulsed signal for said second turn signal rerouting switch.

19. The vehicular light control system as described in claim 14 further including:
an automatic override switch connected to the parking light/headlight switch, the
20 power supply and said first light intensity switch; said automatic override switch controlling operation of said first light intensity switch.

20. The vehicular light control system as described in claim 14 further including:
a main module power switch connected to said automatic override switch, said first
light intensity switch, and said power supply controlling operation of said first light
25 intensity switch.

21. The vehicular light control system as described in claim 14 further including:
at least one operational indicator connected to said first light intensity switch, said
operational indicator providing feedback corresponding to the operational state of said
vehicular light control system.

- 30 22. A vehicular light control system connected between first and second directional signal light bulbs and a turn signal switch, wherein the turn signal switch is additionally connected to a switched power source through only one of a variety of differently designed turn signal flashers, said variety including but not limited to bulb-

out indication flasher and variable load flasher types, wherein said first and second directional signal light bulbs each include one bright filament connected to the turn signal switch and one dim filament connected to the parking/headlight switch, wherein said vehicular light control system is connected to the power source, and
5 wherein said vehicular light control system includes:

a first light intensity switch connected between the first bright filament of the first directional signal light bulb and the turn signal switch, and the first intensity switch is connected between the first dim filament and the parking/headlight switch.

10 a second intensity light switch connected between the second bright filament of the second directional signal light bulb and the turn signal switch, and the second intensity switch is connected between the second dim filament and the parking/headlight switch.

said first light intensity switch connecting said first bright filament of the first directional signal light bulb with the power source; and

15 said second light intensity switch connecting said second bright filament of the second directional signal light bulb with the power source.

23. The vehicular light control system as described in claim 22, wherein said first intensity light means includes a relay.

20 24. The vehicular light control system as described in claim 22, wherein when said relay is in:

an energized state said first bright filament is connected with the power source; and independently said second bright filament is connected with the power source; and when said relay is in:

25 a non-energized state said first bright filament is connected with a first output of the turn signal switch and said first dim filament is connected to the parking/headlight switch, and independently said second bright filament is connected with a second output of said turn signal switch and said second dim filament is connected to the parking/headlight switch.

25. The vehicular light control system as described in claim 22 further including:

30 a first turn signal rerouting switch connected to the turn signal switch, the power source and the first bright filament of the first light bulb through said first light intensity switch, and independently a second turn signal rerouting switch connected to the turn signal switch, the power source, and the second bright filament of the second

light bulb through said second light intensity switch, wherein the first turn signal rerouting switch and the second turn signal rerouting switch separately include:

a turn signal pulse activated constant energized state wherein said first bright filament of the first light bulb is connected to the turn signal switch during first turn signal operation; and independently wherein said second bright filament of the second light bulb is connected to the turn signal switch during second turn signal operation; and a turn signal rerouting switch non-energized state, wherein said bright filament of the first light bulb is connected to said first intensity light switch and to said power supply; and independently said bright filament of the second light bulb is connected to said second intensity light switch and to said power supply.

26. The vehicular light control system as described in claim 25 further including: a means for converting a first pulsed signal to constant non-pulsed signal for said first turn signal rerouting switch, and means for independently converting a second pulsed signal to constant non-pulsed signal for said second turn signal rerouting switch.

27. The vehicular light control system as described in claim 22 further including: an automatic override switch connected to the parking light/headlight switch, the power supply and said first light intensity switch and said second intensity light switch; said automatic override switch controlling operation of said first and said second light intensity switches.

28. The vehicular light control system as described in claim 22 further including: at least one operational indicator connected to said first light intensity switch and connected to said second light intensity switch, said operational indicator providing feedback corresponding to the operational state of said vehicular light control system.

29. The vehicular light control system as described in claim 27 further including: a night operation latching switch and a night operation momentary switch, wherein the night operation latching switch is connected to said parking light/headlight switch, said automatic override switch, and the night operation momentary switch, and wherein the night operation momentary switch connected to said parking/head light switch and said night operation latching switch; said night operation latching switch and said night operation momentary switch controlling the night operation of said vehicular light control system.

30. The vehicular light control system as described in claim 22 further including:

means to limit heat inside both a first signal lamp housing and a second signal lamp housing by limiting operation of only one lamp filament at a time inside any first signal lamp housing and inside any second signal lamp housing.

31. The vehicular light control system as described in claim 22 further including:
5 a high beam/auxiliary operation switch connected to said automatic override switch, said parking light/headlight switch, and vehicular high beam circuitry; the high beam/auxiliary beam operation switch controlling the operation said vehicular light control system.
32. The vehicular light control system as described in claim 22 further including:
10 a photoelectric eye connected to said high beam/auxiliary operation switch, said photoelectric eye controlling the operation of said high beam/auxiliary operation switch.
33. The vehicular light control system as described in claim 25 further including:
a main module power switch connected with said automatic override switch,
15 said first light intensity switch, and said power supply; said main module power switch controlling operation of said first light intensity switch.
34. The vehicular light control system as described in claim 25 further including:
a first turn signal enhancement switch connected with said first
intensity light switch, said first turn signal rerouting switch, a first front parking light
20 only lamp, and said night operation latching switch; and independently a second turn signal enhancement switch connected with said second intensity light switch, said second turn signal rerouting switch, a second front parking light only lamp, and said night operation latching switch; wherein the first and the second front parking light only lamps become supplemental first and independently second turn signal lamps
25 while continuing parking lamp functioning, such occurring when said vehicular light control system is operational on said vehicle.
35. A vehicular light control module connected between first and second light bulbs and a parking light switch and a turn signal switch, wherein the parking light switch and the turn signal switch are additionally connected to a power source,
30 wherein the first and second light bulbs each include a dim filament connected to the parking light switch and a bright filament connected to the turn signal switch, wherein said vehicular light control module comprises:

a first light intensity switch connected between the dim filament of the first light bulb and the parking light switch, and further connected between the bright filament of the first light bulb and the turn signal switch;

5 a second light intensity switch connected between the dim filament of the second light bulb and the parking light switch, and further connected between the bright filament of the second light bulb and the turn signal switch;

said first light intensity switch connecting said bright filament of the first light bulb with the power source; and

10 said second light intensity switch connecting said bright filament of the second light bulb with the power source.

36. The vehicular light control module as described in claim 19, wherein said first light intensity switch comprises a relay and said second light intensity switch comprises a relay.

15 37. The vehicular light control module as described in claim 20, wherein said relay includes:

an energized state, wherein said bright filament is connected with the power source; and

a non-energized state, wherein said dim filament is connected with the headlight switch.

20 38. The vehicular light control module as described in claim 19 further comprising:

25 a first turn signal interrupt switch connected to the turn signal switch, the power source, and the bright filament of the first light bulb through said first light intensity switch, wherein said first turn signal interrupt switch operates between an energized state to force the bright filament of the first bulb into a non-energized state.

39. The vehicular light control module as described in claim 19 further comprising:

30 a second turn signal interrupt switch connected to the turn signal switch, the power source, and the bright filament of the second light bulb through said second light intensity switch, wherein said second turn signal interrupt switch operates between an energized state to force the bright filament of the second bulb into a non-energized state.

40. The vehicular light control module as described in claim 19 further comprising:

an automatic override switch connected to the parking light switch, the power supply, said first light intensity switch and said second light intensity switch, said
5 automatic override switch controlling operation of said first light intensity switch and said second light intensity switch.

41. The vehicular light control module as described in claim 24 further comprising:

a main module power switch connected with said automatic override switch,
10 said first light intensity switch, said second light intensity switch, and said power supply; said main module power switch controlling operation of said first light intensity switch and said second light intensity switch.

42. The vehicular light control module as described in claim 24 further comprising

a manual night override switch connected to said automatic override switch,
15 said manual night override switch controlling operation of said automatic override switch in said control module.

43. The vehicular light control module as described in claim 19 further comprising:

an operational indicator connected to said first light intensity switch and said
20 second light intensity switch, said operational indicator providing feedback corresponding to the operational state of said control module.

44. The vehicular light control module as described in claim 19 further comprising:

an expansion switch connected between a pair of auxiliary driving lights and
25 the power source; said expansion switch controlling the operation of the auxiliary driving lights.

45. The vehicular light control module as described in claim 19 further comprising:

a first secondary light switch connected to said first intensity light switch and
30 to a first parking light bulb, said first secondary light switch controlling operation of the first parking light bulb; and

a second secondary light switch connected to said second intensity light switch and to a second parking light bulb, said second secondary light switch controlling operation of the second parking light bulb.

46. A vehicle light control system for controlling two turn signal bulbs, each turn
5 signal bulb containing at least one lamp filament, of a vehicle as a means for harnessing the turn signal bulbs during vehicular operation and employing said turn signal bulbs as supplemental brake lights or auxiliary brake lights for increased vehicle safety, wherein the vehicular light control system continuously allows normal vehicular turn signaling and hazard lighting operation, wherein the vehicular light
10 control reconnects the turn signal bulbs to factory wiring instantly during any vehicular light control system power loss or power off event, and wherein, if a vehicle is so equipped, then that vehicle's bulb-out indication flasher continues to monitor all vehicular turn signal bulbs for end of service life, irrespective of the vehicular light control system's influence on said turn signal bulbs.

15 47. A vehicular light control system for controlling two turn signal bulbs, each turn signal bulb having a lamp filament, of a vehicle as a means for harnessing the turn signal bulbs during vehicular operation and employing the turn signal bulbs as fog lighting for increased vehicle safety, wherein the vehicular light control system continuously allows normal vehicular turn signaling and hazard lighting operation,
20 wherein the vehicular light control reconnects the turn signal bulbs to factory wiring instantly during any vehicular light control system power off or power loss event, and wherein, if a vehicle is so equipped, then that vehicle's bulb-out indication flasher continues to monitor all vehicular turn signal bulbs for end of service life, irrespective of the vehicular light control system's influence on said turn signal bulbs.

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